

about 3s. 6d. per week for the respectable mechanics, and I think I am justified in anticipating from such establishments more than individual comfort to those who would avail themselves of their advantages. By bringing together persons who have practical knowledge, good could scarcely fail to result. Hoping that some of your scientific readers will see the practicability of the idea, and lend a helping hand to improve the condition and increase the comforts of this very important but hitherto neglected class of the community, I am, Sir, &c.,
Oct. 18th. E. D. HOSLOCK.

TO AVOID SMELLS IN HOUSES.

Sir,—I have the ill-luck to be a poor man, but I have a great affection for pure air. I live in a little house; but though it is small, the largest nose in London could not detect the trace of a smell in it. This has been managed by some sensible builder in the easiest way in the world. The house itself is unconnected directly with any drain,—a little washhouse, in a garden at the back, being the only place where the women can get rid of their dirty water. This is a secret worth attention: keep the women out of doors with their "slops," and you effectually get rid of smells. Any thing short of this will prove a failure. This blot will be thrown away upon wealthy people, who prefer what is called comfort to their houses to cleanliness; but it may be useful to many of your building friends, who are employed in erecting small houses for people in humble life.—I am, Sir, &c.,
ONE OF THE PEOPLE.

•• This reminds one a little too much of the popular prescription to cure smoky chimneys,—put out the fire!

STREET RAILWAY FOR THE METROPOLIS.

Sir,—I believe it is in contemplation to construct a large sewer through London, for collecting the sewage manure, which at present is discharged and lost to the Thames, polluting its waters and the atmosphere.

If this be true, could not two other great improvements be carried out at the same time, i.e., a noble street made, worthy of the first city in the world, directly through London, with a sewer along the centre, deep enough down to allow a trench or cutting to be left above it, for a railroad to be constructed therein? The trench should be of sufficient depth to allow the rail-carriages to pass under level bridges from the cross streets. Rail-carriages could be made much lower and much lighter than they are at present, so that a very deep trench would not be required. Surely it is high time that the citizens of London had some speedier mode of conveyance, where there is so much business to be transacted daily, than they have now.—I am, Sir, &c.,
Brompton. F. S.

NEW DESCRIPTION OF FUEL.—We learn that a discovery has been made, which promises to be of great advantage to all descriptions of manufacturers and artisans who use fuel either for the production of steam, for the fusion of metals, or for scientific and manufacturing processes. The inventor produces fuel of several different descriptions suitable either for domestic purposes, for engines, or for the production of great heat, and peculiarly valuable for the furnaces of foundries, as even at a white heat, with most perfect combustion, the material is consumed but very slowly. The great advantage of this material at the present time, when so much attention is paid to the health of large manufacturing communities, is, that it burns without any visible smoke, or with so little, that it is scarcely perceptible. Its introduction into general use will, therefore, supersede all the numerous expensive contrivances for consuming smoke which have hitherto been brought before the public, and used, for the most part, with but small success. In steamers it will be particularly valuable, as, we understand, it burns readily, with great and durable heat, and does not send up even the smallest quantity of that noxious and unsightly black vapour which occasionally poisons the atmosphere of our river.—*Liverpool Advertiser.*

Miscellaneous.

HISTORY OF YARMOUTH CHURCH.—When the Archaeological Institute were at Yarmouth, Professor Willis, in giving an account of the old church, expressed his opinion that no part of the original fabric commenced by Herbert de Losinga, about 1096, remained, and that the tower was erected at a later date. Some recent discoveries appear to contradict this opinion. Some arcades, containing a series of circular arches, surmounted by a larger one, have lately been found in the walls of the tower of this church, within the span of the transept, and the chancel roof; and drawings of them, by Mr. Winter, were exhibited at the last meeting of the committee of the Norfolk and Norwich Archaeological Society. The *Norfolk Chronicle* says:—"The correspondence of these with the semi-Norman arcades of Croyland Abbey, and other buildings, and the apparent admixture of pointed with circular work, led the observer, in the first instance, to the conclusion, that the tower was of the transition period, between the circular and the pointed styles, and, at least coeval with the most ancient parts of the church. Since that time, it has been found, that the pointed work above referred to is built within the opening of a Norman arch, and several tiers of circular arches, of a decidedly Norman character, have been brought to light; which indicate, that the tower is of greater antiquity, and is a remnant of the original church built by Herbert de Losinga.—A fractured portion of wall at the north-west angle of the tower, apparently marking the point of junction with a former building, favours this opinion; and a satisfactory reason is afforded for the extreme narrowness of the present nave, namely, that its width was accommodated to that of the tower, which was retained from the older fabric.—The upper tier of pointed arches in the tower, from their more perfect preservation, presents the appearance of later work, and it was probably added to the Norman tower when the second or present church was built." A favourable opportunity is now afforded for examination by the clearing of the walls of plaster; and it is desirable that attention should be paid by professional and competent persons to the mode in which the present lofty pier-arches of the tower have been inserted in the place of more ancient ones, which, probably, were of insufficient size for the admission of light. The mouldings of these arches are of more modern date than the work above them.

EXHIBITION AT THE LONDON MECHANICS' INSTITUTION.—A correspondent says,—The friends of mechanics' institutions must have attended the exhibition of the productions of the drawing and modelling classes of the above institution with feelings of great satisfaction; not so much that it presented any startling emotions from the pencils of the exhibitors, as that they must have felt that the projectors of the scheme had taken a step in the right direction. Hitherto the managers of this and similar institutions have imagined that, in the endeavour to create and encourage a pure literary taste in their members, or to give such a knowledge of the sciences as can be gleaned from the pretty experiments shown during the lectures on the mere alphabet, of the most pleasing of them, they were doing all that was required of them; but now they must feel, that of whatever importance one or both these practices may be, the artisan, for whom certainly these institutions were mainly intended, demands some attempt on their part to instruct and improve him in such of the arts as bear upon the particular handicraft he may be engaged in; and now that the London Mechanics' Institution has given an example of what can be done towards this, although without such a defined course of study being practised as can lead effectually to such objects, other institutions may improve and further the ideas given them in the present exhibition. This being the first attempt, severe criticism would be unfair: suffice it to say, that many of the productions evinced considerable cleverness, and gave every reason for hope.

PUBLIC GYMNASIUM IN THE REGENT'S PARK.—The Commissioners of Woods and Forests have formed a gymnasium on the ground at the foot of Primrose-hill, which will be open to the use of the public under certain regulations.

ST. CUTHBERT'S CHURCH, BEDFORD.—St. Cuthbert's, at Bedford, consecrated in July last, is Anglo-Norman in style, and the plan of it is a Latin cross. The length of nave and chancel, as we learn from the local press, is from east to west about 90 feet; the transepts, from north to south, about 65 feet. There are three entrances, the principal one being at the west end. At the intersection of the transepts, nave, and chancel, the tower is supported on massive pillars with carved capitals. The arches are carved with moulded chevron and billet moulding. The roof is framed, open, and boarded diagonally, stained oak, with moulded cornice at the foot of the rafters. The principal rafters form a circular rib, and are supported on columns, standing on carved corbels of curious workmanship. The organ stands on a slight elevation at the west end of nave, on south side, and the font on the opposite side; the pulpit is on the south side, at the junction of the chancel with the nave and the transepts; and the reading-desk, which, like the sittings, is open, stands on the north side to correspond. The organ-case, pulpit, communion-table, with chairs, reading-desk, clerk's desk, and all the sittings, are of English oak, grown in Chicheley-park, and are all carved. The flooring of the nave and transepts is of plain stone from the Stagden Quarries; but the chancel and the step at the communion rails are laid in figured encaustic tiling, by Minton, of the Potteries: on one of the tiles is an emblazonment of the Archdiocesan Arms. The rising of the steps at the communion rails presents a continuation of the encaustic tiling. There are triple lights at the east end west, and also at the north and south ends. The east window is entirely glazed with stained glass; here, each of the three lights contains two figures,—in the centre light is St. Paul, the great apostle of the Gentiles; in the others are the four Evangelists; and beneath St. Paul is a figure to represent St. Cuthbert, to whom the church is dedicated. The whole of the stained glass is by Baillie. The reredos under the eastern lights, and extending down to the communion-table, consists of five arches, with pillars and mouldings to correspond with the principal arches. The front of the table is divided into three arches, which are filled in with velvet, and in the centre arch is introduced the sacred monogram, embroidered in gold silk.

RESTORATION OF ELKSTONE CHURCH, GLOUCESTER.—In a recent meeting of the County Archaeological Society, who visited the curious Norman church at Elkstone, the *Gloucestershire Chronicle* says,—*"Appropos of Elkstone Church.* We understand that the restoration or repair of this interesting structure is contemplated, and we take this opportunity to express the hope that restoration only will be attempted, and not improvement, which is so frequently fatal to our ancient churches when effected by churchwardens and other persons under whose authority they are generally unfortunately placed—persons, no doubt, of the best possible intentions, but whose previous and ordinary pursuits cannot possibly qualify them for the responsible station of architectural critics. This church, of which we write, is not so much of local as of national interest, and therefore we hope that before it is touched by a single artisan, the very best, and only the very best, authorities may be consulted, and their recommendations strictly attended to."

SWANSEA TOWN HALL COMPETITION.—We learn from the *Cambrian*, that the prizes for designs for the improvement of the Swansea Town Hall, have been awarded, the first, twenty guineas, to Mr. Taylor, of Stratton-street, Piccadilly; and the second, ten guineas, to Mr. Mair, of Charlotte-street, Bedford-square. There were upwards of sixty competitors.

ANOTHER CEMENT.—A cement is being used, we are told, at the new station at Chester, which is found in the vicinity of Holywell, Flintshire, known as the Carthy-fuel quarry. According to our authority, the cement has superior qualities, and may be moulded.

FOREIGN BRICKS.—A large cargo of bricks and tiles arrived here a short time ago, intended for exportation to some foreign country. More recently a vessel from Havre and Bremen has reported, in her cargo, 20,000 bricks from each of these places, which are to remain on board for exportation elsewhere.